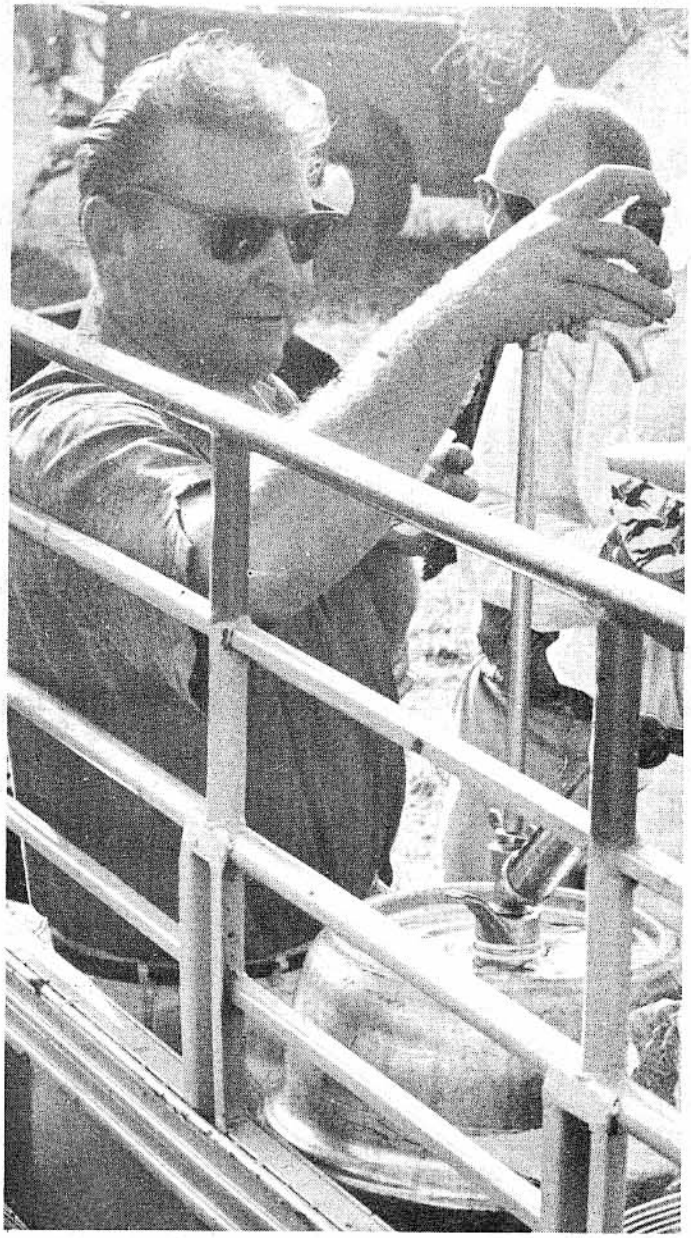
MOTOR RACING
and
ECONOMY CAR NEWS

5th Year - No. 14 Culver City, Calif.
(Published bi-weekly except last issue of calendar year)

May 13-20, 1960
25c

Fun in Racing an' Rallying . .



HERE'S PROOF that there's plenty of jollity connected with both road racing and rallying. At left, Bob Drake, who won his last two starts in the 2.8 Maser at Vaca Valley and Phoenix, draws some of the amber fluid for crowd that gathered after his No. Calif. win. Beer keg was supplied by George Buchanan-Tom McLoughlin of Belgium American Corp., US distributors for Englebert Tires. (Photo by Charles Metcalf) At right, part of the cut-up capers following the Natl. SCCA Great Canyon rally at Tucson. Striking action shot catches Bill Parish of Phoenix disposing of his navigator, Pat Smith, in the Cliff Manor pool. They took 15th in MG-A. Mel and Juanita DeLoof, Manhattan Beach, won the event. (Tucson Daily Citizen photo by Dominic Crolla).

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Driving School at Riverside

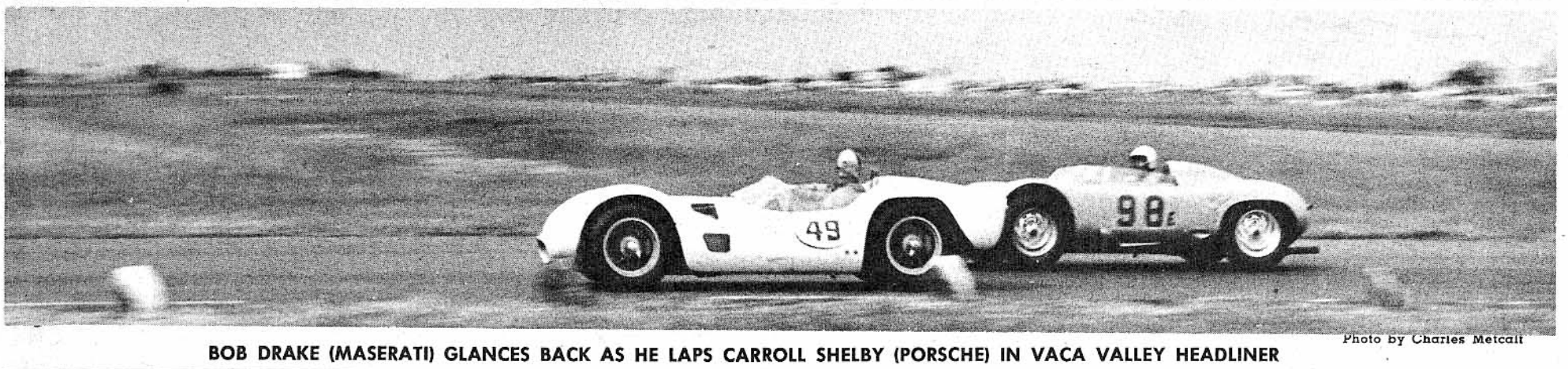
Imported and compact car drivers are invited to participate in a driving school to be inaugurated at Riverside Raceway Saturday, May 21. Experienced instructors will be on hand from 9 a.m. Dean Mears, raceway president, suggests families make a day of it with a picnic on the grounds. No speed contests.

For more info: HOllywood 7-5126.

Canada Slates $6000 Race

TORONTO, Canada, May 12 — There will be $6000 in prize money for Canada's first Intl. Formula Libre 300km. race in three 30- lap heats and a Formula Junior race, May 27-28. Organized by Canadian Racing Drivers Assn., races will be held over the 1.9-mi. Harewood Acres course near Jarvis, Ontario.

John Fitch and Jim Jeffords will drive "Birdcage" Maseratis, Olivier Gendebein a Porsche RS-60, officials report.



BOB DRAKE (MASERATI) GLANCES BACK AS HE LAPS CARROLL SHELBY (PORSCHE) IN VACA VALLEY HEADLINER

Photo by Charles Metcalf

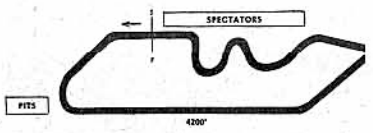
Porsche 1st In Sicily; Drake Winner Again!

TOP PHOTO shows Bob Drake continuing his winning ways in the 2.8 "Birdcage" Maserati, victor in successful CSCC race at Vaca Valley. Next is Sam Weiss, 2nd in the Cooper Monaco he bought from Jack Brabham and no match for Drake. 3rd from top: Ernest Mendenhall, Porsche Carrera GT, leads Ronnie Bucknum, in Rene Pellandini's AC Bristol. Lead was short-lived, as the AC won Sunday by 3 sec. in D-E production car race. Below: Charlotte Duncan goes off course in Lotus XI, but no damage of any kind. (Photos by Toby Palmieri)

Terrific Pace Set By Maserati In Phoenix

BY JOE SCALZO
Special to MOTORACING

PHOENIX, May 8—Bob Drake, driving the Maserati Type 61 "Birdcage," won his second main event in two weeks as he outclassed an 11-car field in today's 30-lap main event on the 1.9-mile Deer Valley track located nine



miles from downtown. Drake won at Vaca Valley the week before.

Second, 40 seconds behind the Los Angeles driver, was Dick Morgensen, Phoenix, in a Ferrari Testa Rossa. Jim Connor, in the Fike Lister-Corvette, finished third, a lap and a half behind the flying Drake.

Drake averaged an amazingly fast unofficial 106.2 mph., covering the 57 miles in 32m16.7's. Two long straights, one 4200 feet long, and eight corners, only four of which could be regarded as slow, accounted for the speed. Morgensen clocked 140mph on the 4200-foot back straight for fastest time of the day, while Drake turned fastest lap of 1m3's—108.5mph.

Drake, who also won two five-lap events over the weekend, with Morgensen again finishing second in both, took the main event lead at the start. Max Balchowsky, who had started in the second row behind him, and who almost ran into the back of the Maser at the start due to the narrow track, passed Drake on the back straight. Balchowsky in the Old Yeller II Buick Spl. led the first lap followed by Drake, Morgensen, Connor, Alex Budurin (TR Ferrari). Bob Donner (Porsche RSK), and Berkeley Charvoz (4.5 Ferrari).

Balchowsky and Drake left the track on the second lap on turn

(Continued on Page 7)

JOAKIM BONNIER
He and Hans Herrmann Win

Vignettes

By Gus V. Vignolle

- PRO VS. AMATEUR
- MERCEDES BULL
- OIL CO. OUT!

REMEMBER THAT oil company that used to have its name splashed all over the landscape at local races? We told you in the last issue how this outfit SELLS—not GIVES—gas to the clubs in exchange for plugs, window trappings, bunting, trumpet-blowing, calliope-playing, etc.

Results were quick and dramatic. Last week, Dean Mears saw to it that all mention of that petrol and its insignia were painted out

(Continued on Page 3)

Bonnier-Herrmann Take Targa Florio

PALERMO Sicily, May 8—Porsche cuffed Ferrari in the world sports car championship 44th running of the famed Targa Florio here today.

Winners of the treacherous 450-mile race—10 laps over a brutal 45-mile course—were Joakim Bonnier, 29-year-old bearded Swede, and Hans Herrmann, 33, German star who co-drove to victory with Olivier Gendebien in the 12-hour Sebring enduro, also in a Porsche.

They drove through the twisty, rain-soaked mountain roads for 7h33m8s to average 59.5mph.

A Ferrari driven by Phil Hill, Santa Monica, Calif., and Count Wolfgang von Trips of Germany took second, 6m3s behind the winners, or about six miles in arrears.

Herrman also figured in the third place car, another Porsche. He was teamed with Gendebien here. Herrman drove three laps. Gendebien seven. This was the same distance that the German drove in the victorious tandem. Gendebien-Herrmann were 2½ miles behind Hill-Von Trips.

Ferrari finished fourth—Guy Mairesse, Ludivico Scarfiotti and Giullio Cabianca. The Edgar Barth-Graham Hill Porsche took fifth.

Porsche, which had been tied with Ferarri for the manufacturers' championship after Argentina and Sebring, thus moved into the lead for the world's title. Phil Hill and Cliff Allison won for Ferrari in Argentina. Three championship races remain for the season.

Richie Ginther of Granada Hills, Calif., and a good friend of Phil Hill, made his European debut as a Ferrari factory driver, but it ended badly. Ginther smashed the car into a tree. He was unhurt. He was teamed with Allison, and

(Continued on Page 7)

80 Cars in SF SCCA Natl. Rally May 21

SAN FRANCISCO, May 12 — Eighty cars will depart from Rickey's Rancho Rafael in Marin County, some 30 minutes' driving time north of San Francisco, at one-minute intervals, starting at 6:01 a.m. Saturday, May 21, on the first day of this year's SCCA Golden West national rally. The rally, some 700-miles and 2 full days in length, will be the third annual running of this SCCA championship event in No. Calif.

Limited this year to 80 cars, the entry list was filled two weeks before the May 1 deadline. A waiting list of some 10 or 12 cars stands ready to step into any gaps created by contestants who may, at the last minute, find themselves unable to run.

There is a somewhat smaller contingent from the Southland for this year's event. However, a dozen or so cars from So. Calif., including last year's SCCA national champs (and winners of this year's SCCA Great Canyon rally), Mel and Juanita (Neen) De Loof, will be competing.

The popular chairman of the SCCA board of governors, Tracy Bird from Tucson, will serve as national observer.

This year's Golden West, as in the past, has been planned by Gene and Dorris Hammond and Jack and Bebe Bunce, with the welcome addition, this year, of 1958 SCCA national rally champs, Joe and Celia Bechtel (Joe put on last year's El Camino national rally) to assist.

Sports Car Driver Hurt By Deer

ALBANY, N. Y. — A hit-and-run deer last week injured a sports car driver.

Robin Knox, 19, was driving through Thacher State Park when a deer leaped over the car. A trailing hoof struck Knox on the head.

IN THE NEWS

MOSS UNHURT

LONDON, May 12 — Stirling Moss, No. 1 British road racing driver, spun several times and his car crashed into another, but he escaped injury. The mishap came during practice runs for the big race at Silverstone next Saturday.

NO CASH THIS YEAR

MEXICO CITY, May 12 — There will be no cash awards or starting money at the 8th annual Avandaro races May 29 — only solid silver trophies and free board and lodging for two people for each US car for two days in Mexico City and two in Avandaro.

Club RODA races will be for production sports, modifieds and small sedans. For more info: Club RODA, Av. Chapultepec No. 347, Mexico 6, DF, Mexico.

FERRARI SLOWS DOWN

MODENA, Italy, May 11 — Enzo Ferrari, 52, owner and manager

(Continued on Page 7)

LETTERS to the EDITOR

BODIE ON BALL

Having attended every major sports car race at Riverside to date, I would like to add some comments to your columns, particularly now that I am a transplanted Southern Californian.

Racing in Northern California—unfortunately — is rather dull compared with that in the South. About three big names (always the same ones) dominate the scene up here. Although they are rated as "tops" in racing by local writers, drivers like virtually unknown (up here) Billy Krause blow them off without effort. Drivers from this region gave a dismal show at Riverside after glowing writeups in local papers. I hope things improve up here for I really like good racing. For the record, the last Laguna Seca hodgepodge was far worse than your readers can imagine.

Being an old admirer of Ken Miles, I was sorry to observe his transgressions at Riverside. He **did** pass on turn 6 while the yellow flag was out, nearly hitting Snyder's Elva. And he made two marshals leap for their lives as a truck was removing (as I remember) the Lister-Jag. It was a dismal performance.

And here is a plug for another underated driver who has performed well for some time—Lloyd Ruby. I have watched him for months, and can state that there are few better. As for the show stealer, more cheers for Pete Woods in the Devin. His full-bore drifting through turn 6 (every time) had us all cheering him wildly. He was great.

Watching Riverside, it is pretty easy to see why a Ferrari did not win at Sebring. The difference in the performances of Nethercutt and Lovely in No. 102 explains the whole thing. Jack was nearly beaten out in the consolation race by Eb Rose in (of all things) an old Kurtis-Corvette and while Pete is not Phil Hill in the 1959-Type TR, he gave a commendable performance in the Grand Prix.

One thing that Mr. Walgrove overlooks (Letters, 15 April) is that the car-killing potential of Riverside is what makes it interesting. You never know who will win until the last second. How about Le Mans, Sebring, etc.? Real car killers, and I am sure they are not considered dull.

WARREN M. BODIE
San Jose, Calif

PS. — And here is a "filler" for your paper. I think it is an eye opener:

At the end of 1928, the US Marine Corps had only 57 commissioned officer pilots, two Warrant Officer pilots, and 36 fighting planes.

MORE ON RIVERSIDE

I have been a spectator member of the Cal-Club for the past 4 years, which may I state, doesn't make me an expert by any stretch of the imagination but I do know a Fiat from a Scarab.

Well, now, I have been reading various articles on the description of Count Von Dory's death and the collision of Mr. Cowles and Mr. Morgensen. It's wonderful that we live in a land where we can publicly express our opinions without permission, but the views expressed, both pro and con, must be considered opinions, not statements of 100% fact.

I was shooting 8MM color movies as Count Von Dory left the course and continued shooting without letup until Mr. Morgensen. Mr. Cowles and I believe Mr. Shelby were in the approach to turn 6, but even in my film I couldn't prove that Mr. Shelby was in the group. However the 3rd car is white and either a Birdcage or a Lister.

My films show that as Count Von Dory left the course the car farthest through turn 4 was a red car I cannot identify. Directly behind this red car came the white car of, I'll assume, Mr. Shelby, then Mr. Morgensen, then Mr. Cowles and last a car light in color, that cannot be identified. The first car mentioned continues on toward 5 and out of the picture. The last car mentioned goes into the dust behind Mr. Cowles, but doesn't show up in my films after that. The white car, I'm assuming, of Mr. Shelby had to brake hard to avoid the spare tire of Count Von Dory's that came across the course. Mr. Morgensen had to brake to avoid Mr Shelby. This was all done without mishap, but then Mr. Cowles, who in my film has the same opportunity of slowing that Mr. Morgensen does, comes out of the dust and collides with Mr. Morgensen.

I probably shouldn't stick my nose in on an incident that doesn't personally concern me, and maybe this is the wrong way to try to help, but to help is the only intent of this letter. No criticism intended. I would be pleased to show my film to any Cal Club official or any involved persons.

R.D. PECKMAN
Hawthorne, California

P.S.—I'm one of your faithful subscribers. Thanks for your fine coverage.

ON RACING JUDGMENT

I have read with interest many reports and letters to Editors on the recent Sebring 12-hour race, and now wish to add my own to the list. A letter in your April 29-May 6 issue has prompted me to do so.

I am concerned primarily with the Rodriguez brothers' drive in the Dino Ferrari. No one who was at the race will deny that the boys went incredibly fast in the car, as they are both so very capable of doing. But to what degree must this commendation go, when from the outset there was little doubt, even in the Ferrari pits, that the boys were over-extending the car for a 12-hour race? I would not for a moment criticize their driving, for I feel confident they could pin my ears back on any course whenever they chose, but I do take exception to their judgment.

Moss, Gurney, Hansgen and Crawford all coud have gone much faster in the Maseratis if they had chosen to, but they used their judgment in trying to drive at a speed consistent with the length of the race. Whereas, with alarming regularity, the Rodriguez brothers circled the course speed-shifting the Dino. Not even a Ferrari, which I consider to be a durable car, and certainly not this Dino model which had as yet not finished a single race of any length in the US or in Europe, can be expected to endure that treatment.

I commend the brothers for their obvious love of the sport of motor racing and for their equally obvious ability therein, but I look for them to yet find the judgment to match their enthusiasm and ability. And indeed I look for knowledgeable observers to be able to detect when a car is being driven without judgment. For I sincerely believe that judgment to some degree is a necessary part of any racing victory.

And in closing. In practice and the race I had occasion to observe several of the faster cars in the esses, and it was a pleasure and a thrill to watch Pete Lovely's smoothness and consistency there. His drive to third place after dark was a good demonstration of the skill of which this man is so capable.

P.S.—MOTORACING is good!

BILL KIMBERLY
New Milford, Conn.

CHEER FOR USAC

As a subscriber to MOTORACING since July 1956. . .and an admirer of you as well as the publication. . .permit me to express my gratitude to you for printing in full the letter from Thomas W. Binford, president of USAC.

For several years now the maligning, criticizing and condemning of USAC in your fine paper has made me boiling mad. Now that USAC has presented its case I do most sincerely hope that much of the unpleasantness written about the club will be found to have been, in the majority, baseless and founded upon a lack of understanding of USAC, and of its principles.

As a member of SCCA, Ecurie Ecosse Association, Owen Racing Motor Association, British Automobile Racing Club as well as USAC, I write this with no axe to grind, desire only that justice be done.

With all best wishes, and seconding the hope expressed by Mrs. Gladys M. Powell that you will be with up for many years to come.

DAVID STEARNS
Berkeley, California

O TEMPORA, O MORES

No filler can ever beat the filler of the good old Topeka Daily Capital in the good old days when I was good and not quite so old. There are few good one-liners in either fillers or gags and this one was tops. My greatest day was the issue when it appeared three times on the society page alone.

Birds have three eyelids.

I only regret they didn't enlarge on this a little for a two-liner filler with:

Birds have three eyelids. The inner is called a nictitating membrane.

O tempora, O journalism.

DENISE McCLUGGAGE
New York 14, N. Y.

SALT LAKE CROSSED

Trying to explain the hassling of SCCA is tough, but here goes.

November 1959—Utah SCCA requests May 14-15 for PCC Race.

December 1959—SF SCCA starts new rules, Northwest SCCA is supposedly going with them. Bird and Bothwell give tentative approval for 14-15 May.

January '60—Northwest SCCA does not go with San Francisco. We are told they had a request in as of August 1959 and due to track leasing could not change therefore we could not have date.

January 60'-At start finish line at Pomona Tracy Bird, Lindley Bothwell told me we could positively not have 14-15 May for Salt Lake as it would interfere with Northwest PCC race.

March 1960—LA SCCA takes 14-15 May for Del Mar. Bothwell is Chairman, isn't he? You figure it out.

JOHN BROPHY
Salt Lake City

PS—New SCCA national rules made me sell GT Carrera. Have bought OC Ritch's Devin so will have to take some brave pills and start all over again. I think the guy who goes boating at Catalina is the smartest of all of us. EDITOR'S NOTE — The races at Salt Lake, where drivers and fans ALWAYS have a terrific ball, are set for May 21-22.

LOOK INTO IT

Since you cover the Economy Car News front, I think you might find it eye-opening to check into something. I refer to the closing of the Martin Renault dealership in Compton, Calif.

H. VON BRITTAHN
Compton, Calif.

NUMBERS ENTHUSIAST

I thought Tom O'Connor's cover photo of Stirling Moss and June Wilkerson, in the last issue of MOTORACING, was one of the greatest you have ever published. By the way, do you happen to have the tape on Miss Wilkerson?

Reggie D'Arcy
San Juan Capistrano, Calif.

EDITOR'S NOTE—This is legit—42-28-35!

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CHARLES DE GAULLE, President of France, (left), and John Green (right), West Coast Renault and Peugeot distributor, arrive at a reception for French leader in San Francisco. Green, responsible for more than $40 million worth of busness for France during 1959 in California sale of automobiles, was a guest at the presidential reception. Security officer (center) escorts the French leader.

ECONOMY CAR NEWS

BY MARGUERITE COOK
MOTORACING Staff Writer

Intelligence gleanings from Detroit indicate that the 1961 models, reflecting the impact of the compacts, will be shorter and narrower.

There'll be a few more compacts and perhaps a real economy car or two, but all standard models are expected to have survived in the current automotive revolution.

The new small Dodge is expected to be called "Lancer", Pontiac's baby is said to be powered by the first four-cylinder US motor since the Henry J. was smothered.

Bill Dredge, auto editor of the LA Times, describes this plant as basically the one-cylinder bank of a Pontiac V-8. Buick-Olds-Pontiac may also offer an optional six, based on Corvair's flat-opposed engine and a little V-8 also to be utilized by the small Olds and Pontiac lines.

"Humingbird" is said to be the working title of the tiny Ford being projected, it is rumored, to compete with VW and Renault in the under $1800 market.

The convertibles are coming back, too—largely as a result of the success of Studebaker's Lark convertible. Engineering problems, however, still have to be overcome in compacts such as Chevrolet's Corvair that have unit body frames.

Ken Purdy commented recently in a magazine article on automotive changes that traditionally Europe has led the way in engineering advances. This makes all the more ironical the fact that the electromagnetic transmission, now being introduced on certain British cars, was conceived by an American, Jacob Radinow.

A story out of Detroit states that an American company holds the patent and emboldened by the British adoption of the idea, may succeed in getting some American auto manufacturers to use it on their compacts. The invention is not considered practical for engines with displacements greater than 2½ liters — 150 to 160 cu. in.

Lord Rootes, Rootes Motors chairman, is publically not pessimistic about losing the Hillman, Sunbeam and Humber share of the American market to the compacts. "I feel we'll keep on selling you about as many cars and maybe a few more," he's said. The motor magnate adds philosophically that "imports of Britsh cars won't grow by leaps and bounds over here as in recent years, but we couldn't expect that to keep up indefinitely."

★ ★ ★

There are currently eight members of the "100,000-mile-club" in Washington and California. It's composed of owners of the Swedish produced Volvo who have driven their cars over that many miles. Volvo dealers are looking for more eligibles to register in the club. Volvo was in the top 10 of imported models sold n the U.S. in 1959 and ranked fifth in total California sales . . . Why aren't foreign imports eligible for competition in that economy run sponsored by a major American oil firm?

☆ ★ ★

Stats Dept: With 172,801 produced through April 30, Ford's Falcon is pushing American Motors Rambler, with production of 179,594, for fourth place in total 1960 production. The only compact to register a gain in the week ending April 30 over the preceding week was Chrysler's Valiant. A total of 6,707 of the spiked ones rolled off the lines compared to 6,174 the preceding week. Falcon showed a big weekly drop from 11,174 to 8,808.

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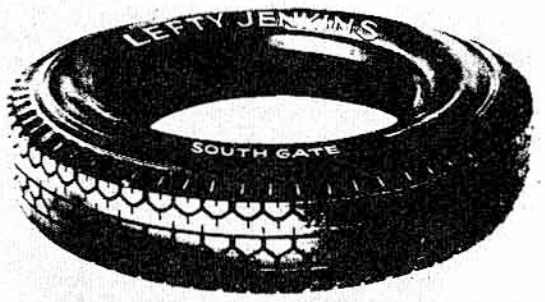

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• Vignettes

BY GUS V. VIGNOLLE

MERCEDES AN ARTIST AT SLINGING BULL!

(Continued from Page 1)
of the pylons and elsewhere at Riverside Raceway.

A cheer for Mears, who said: "No more freeola at the raceway ---in the future, we'll go only for deals that benefit race drivers, the raceway or the promotion."

And that rumor in this space is tact---an endurance race will be held at Riverside either late July or early August.

New rumor---Weekend night racing for stocks, sprints and Formula Jrs. at this speed plant

★ ★ ★

Back since childhood, which was just a few short years ago, we recall abuse always being heaped on Avery Brundage, president of the Intl. Olympic Committee. He's the True-Blue Boy, you know, who has absolutely no use for anything that isn't amateur.

Well, the other day he came out with a big blast at the professionals, classifying them as "a branch of the entertainment business."

I wonder if he included pro road racing when he flipped that javelin. If he did, I think he should visit my good friend, Dr. Sacatripas, and request one of those neat do-it-yourself brain surgery kits.

As this column has pointed out, the amateurs are OK . . . great . . . but they can get their little sports cars and race on some vacant lot before an audience numbering only the drivers' wives and/or mothers. They won't draw flies.

You need the big name drivers and the Ferraris, Maseratis, etc. These are the guys and the cars who draw the BIG crowds. You need them today; you didn't need them in the old days, before the advent of the pro and when the simonpure was king (usually getting his dough under the mesa).

Added Brundage---and I have always admired the guy because he says what he thinks: "Amateurs give to a sport while professionals take away from it."

The big races that have lured huge hordes of Babbitts at Riverside have been pro deals. Sebring is a pro deal. The big races in Europe are pro deals.

★ ★ ★

MERCEDES BALONEY

It's high time that Mercedes-Benz quit trying to string the alleged simpletons by saying the factory isn't lending a hand to their rally competitors. I have in mind, in particular, the recent Monte Carlo rally, the most famous in the world and the one in which the Germans took first, second, third and fifth.

All right, maybe they weren't factory-entered, but who the hell do the Germans think they're kidding when they cried that the cars weren't factory-supported.

I think the British are out of line in their crying over the 1961 FI limits (only because they waited so long to pop off with their ultimatum), but I salute the Empire for taking all those shots at the Germans, who profess complete innocence in the Monte Carlo!!

The pro trend in big-time rallying is definite. While some cars are privately entered, they have been prepared by the factory, often at their cost, too. Manufacturers often pay the entry fee and items such as insurance and transportation to the starting point.

You call these private entries?

Peter Easton had a wonderful note in Britain's SPORTING MOTORIST: "Many manufacturers are reluctant to admit to participation for fear of failure, although ready enough to gather the kudos of victory. We are assured by Mercedes-Benz, for instance, that their entries in the 'Monte' were by private owners who had paid for works preparation. But the cars were equipped very similarly."

We sincerely hope the Mercedes windbags quit trying to kid the motoring public!

★ ★ ★

NEWSPAPER PROMOTIONS

MARGINAL NOTES ---Actually, the Hearst Snapper-Wrappers here have not notified course operators that they will **not** sponsor road races in the future. They say a Hearstling has just been popping off . . . Rumble: Ulmann is about fed up with Florida . . . Rumble: Only guy who really got frit from the recent Riverside newspaper-promoted race was Old Gold Suit, who has a mania for getting his name and picture in the papers. They say he got 10% . . .You have to doff the fez to Rene Pellandini and his AC Bristol from Worldwide Imports. The car has eight firsts, one second and was a DNF once in 10 starts. Lew Spencer drove it before. Ronnie Bucknum took it over for the first time recently at Vaca Valley. Not only did he win, but he posted the fastest recorded lap time for production cars---1:37.3. Ronnie formerly was well-known as a Porsche pilot (for four years) . . . Incidentally, Rene says that all AC owners will be given a free dyno-tune with their 1000-mile checkup at Worldwide. Stu Haggart handles this, and he knows his business. He's the one who has been tuning the AC which Bucknum is now driving for Pellandini . . .

No word yet on **WHY** the famous concours will **NOT** be held at Del Monte Lodge in Pebble Beach in June and October . . . And this paper did not receive **one line** of advance stuff for that recent concours at Stear's . . . Catch John Brophy's letter in this issue on how some of the SCCA chappies shafted the Salt Lake region . . . They've started blowing trumpets for the Nassau races ---this year Nov. 27-Dec. 4 . . . Errata: A story here last issue said the present FI limit was three liters; it's 2.5; the 3 applies to sports cars . . . A salute to Max Balchowsky for driving his Old Yeller II Buick Spl. all the way from Hollywood for the races at Phoenix, Ariz. . . . Paid attendance for the Cal Club's Vaca Valley races was 4000. It was a successful meet and made the SF SCCA blokes drool . . . Those Skoda sales are so far down that W. Witkin is fit to be tied . . . Johnny Williamson, one of the most popular guys in the business, opens another spot at Slauson and La Brea.

Calendar

MAY

21—USAC formula libre race, Lime Rock, Conn.
21—New England SCCA races, Thompson, Conn.
21-22—Milwaukee SCCA races, Milwaukee.
21-22—Savannah SCCA races, Savannah, Ga.
21-22—Utah SCCA races, Salt Lake City.
22—FIA, Nurburgring, Germany, 1000 km (sports cars and grand turismo).
27-28—Canadian Racing Drivers Assn., $6000 300km (three 30-lap heats) formula libre race and formula jr. race, Harewood Acres, Jarvis, Ontario, Canada.....
28-29—Calif. SCC racees, Santa Barbara, Calif.
28-29—Production and modified sports cars races, Meadowdale International Raceways, Carpenterville, Ill.
28-29—Tennessee Valley SCCA races, Courtland, Ala.
28-29—Central Florida SCCA races, Dunnellon, Fla.
28-30—Colorado SCCA races, La Junta, Colo.
28-30—Nat'l. N.Y. SCCA races, Bridgehampton, N.Y.
28-30—Western N.Y. SCCA races, Lake Erie
29-30—British Columbia SCC races, Westwood, B.C.
29—FIA, Monaco Grand prix (Form 1, Jr.), Monte Carlo.
30—FIA, Indianapolis 500-mile race.

JUNE

4-5—SF SCCA PCC races, Laguna Seca, Calif.
4-5—Central Illinois SCCA races.
4-5—Washington SCCA races, Marlboro, Wash.
5-6—FIA, Grand Prix of Holland (form 1, Jr).
11-12—Philadelphia SCCA races, vineland, New Jersey.
11-12—Atlanta SCCA races, Gainesville, Ga.
11-12—USAC sports car races, Meadowdale International Raceways, Carpentersville, Ill.

LYON CDR WINNER

Favored 'Birdcage' Crashes

DENVER, May 8—All eyes were on the "Birdcage" Maserati which Texan Carroll Shleby raced to victory recently at Riverside, but it falied to make the grade here today at the hands of Shel's buddy, affable Jim Hall of Dallas.

The $12,500 car didn't even get to run in the 20-lap, 56-mile feature at Continental Divide Raceway —two races before it was involved in a spectacular head-on crash with Danny Collins' Corvette. Nobody was injured. Hall spun and Collins could not avoid the Maser.

Yesterday, Hall set a new CDR record of 74.29mph and a new lap record of 2:12.6.

Charlie Lyon of Denver won the feature today before some 5000 fans. He drove a Porshe RS and averaged 72.6mph. Then came Collins in the Corvette; Bob Betts, Elva Mk. V; Dr. Robert Paul, Porsche Spyder; Hap Sharp, Elva-DKW F Jr.

Bob Carnes led for 16 laps in the BoCar Spl., but with three tours to go, the car's differential failed and the car hurtled spectacularly off the outside of turn 3. Lyon then took the lead and went on to an easy win.

Collins turned in a terrific drive with the heavy Corvette for second, as did Sharp in the Formula Junior. Having only use of fourth gear, Sharp made a push start and began several hundred yards behind the field. He passed 19 cars en route to his commendable fifth.

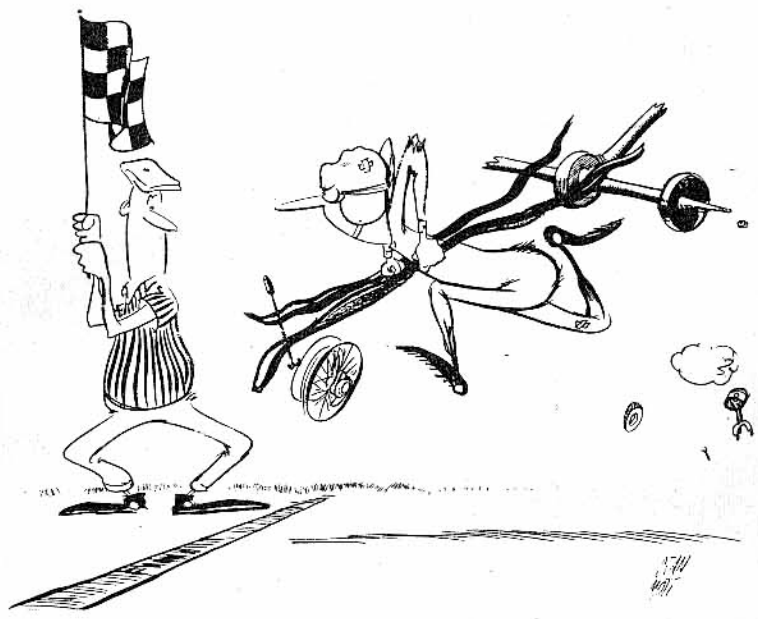
Other races winners and averages: Norm Miller, Porsche 1600, 62.4mph; Danny Collins, Corvette, 68.6; Bob Carnes, BoCar Spl., 72.56; Bob Betts, Elva Mk. V, 65.77; Charlie Lyon, Porsche RS, 72.1; Norman Miller Porsche 1600, 62.3; Edna Sherman, Alfa Veloce 57.1.

AD INCREASE

NEW YORK — Sports Cars Illustrated reports an increase of 47.1% in advertising linage for the first five months of 1960, it was announced by W. Bradford Briggs, world's largest distance stock car

Business executives who "pay themselves many times more" than the US president have a distorted view of human motiviation. — Clarence B. Randall, former chairman of Inland Steel.

The Die-Hard ★ BY STAN MOTT



Harry Schell Killed in Crash

LONDON, May 13—Roistering, fun-loving Harry Schell, American road racing driver who has lived in Paris for many years, was killed today at the Silverstone course.

He was practicing in the heavy rain for Saturday's big Silverstone race. His Cooper-Climax spun and crashed.

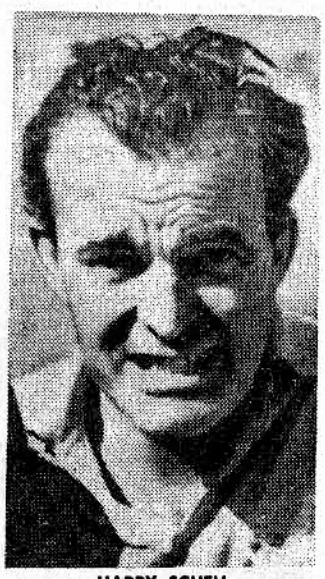
Witnesses said his car lost a wheel, spun and crashed backward through a brick wall. Schell, 39, was flung out of the car. He appeared to have been killed instantly.

The Paris resident last competed in the US in November of 1959 at the first US Grand Prix at Sebring, Fla. He and Stirling Moss took second in the 1957 Sebring 12-hour sports car endurance race.

OREGON RACE RESULTS

MADRAS, Ore., May 8 — First sports car races of the year staged at the airport here by the Cascade SCC of Oregon were proclaimed a big success.

Class winners of the feature: Larry Eave, Corvette; Ken Miller, AC Bristol; Ray Isaacs, AH 3000; Ralph Livermore, Alfa Veloce; Dean Beckley, TR3; Brock Brumbaugh Lotus.



HARRY SCHELL

BAKER, 78, DIES

INDIANAPOLIS, May 10 — Erwin G. (Cannon Ball) Baker, 78, who won the first race ever run at Indianapolis Motor Speedway —on a motorcycle — died in a hospital a day after suffering a heart attack.

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Rally Aids War Veterans

The Buddy (poker) Rally staged last week by Intl. Sports Car and Racing Assn. (ISCARA) drew 200 cars from 34 clubs and netted $500 for the recreation fund of vets at the Sawtelle Veterans Administration.

The successful event covered 125 miles. Class winners included: Allan and Alice Gardner, Lancia; Ernie Healy and Isabel Haas, MG-A, and Lou and Fern Dolgin, Austin-Healey.

Hard-working Reno Lawrence was rallymaster, and Max Balchowsky, the well-known race driver, was the starter.

Safety In Motoracing

By DICK TODD

A program started in the So. Calif. area by one club (and invaded by another) is a driver training program. This is not a course for learning how to drive on the city streets, nor is it handled like a now defunct organization. This is supervised by people who know road racing. The instructors are amateur drivers like yourself, who have proven they know their business as drivers.

Your car is put through a safety inspection just as rugged as for an actual race weekend, either during the week or at the course. There is a drivers' meeting explaining many things, such as events of the day, flags, procedure while on the course, departing and re-entering the course, etc.

After the drivers' meeting, you proceed to a certain spot on the course. One at a time you do figure 8's, trying to spin out. At this time, your reflexes are checked by senior drivers to see how you react. You then are taken out on the course (in your class of car) for familiarization of the course at reduced speed.. You are led by a pace car with a senior driver at the wheel.

After a few laps, you are on your own. At different turns on the course, other senior drivers and novices are observing you during your practice session. Usually you are on the course for a 20-minute session. At the end of your practice, you are told of your mistakes and how to correct them. If you do not understand, a senior driver will take you on the course and show you the procedure of taking the course in the vehicle you are driving. Usually he is experienced in this type of vehicle.

During the next practice, you are taken out on different turns to observe other drivers. You can see your mistakes as well as theirs. Senior drivers from both clubs are on the course at all times during practice as well as on turns observing your actions. These men know what they are talking about, so with a little common sense, you should understand.

In the near future, many things are going to be added to the training program, such as procedure in case of fire, either on the course or in the pits.

Many novices have questions regarding licensing procedures. In the past, novice or junior licensees could attend three race weekends and be eligible for a senior license subject to approval by the club in question. This, the way I understand, is going to be changed somewhat. A novice is a novice until he has proven himself not a novice. This may take as much as one year in time or as little as three races, or you may never be eligible for a senior license. The decision rests with qualified personnel designated by each club. If you happen to be one of those who don't get a senior license when you think you are ready, stop and think that you may be a definite hazard on the course to yourself and to the other drivers.

I believe very strongly in this driver training program as it is now presented. I would be very happy to answer any questions novice drivers have, particularly regarding safety matters, either on the course or during inspection. Any questions you have I will try to answer. If I can't answer them, I can direct you to the person who can. ....

CURRYER MEMORIAL

SAN FRANCISCO, May 12 — The second annual Decoration Day 100-mile big car classic at Vaca Valley, will be known as the Charles Curryer Memorial in memory of the well known promoter who passed away last week.

HOLBERT TRIUMPHS

Porsche RSK Wins 128-Mi. Race at VIR

BY A. W. (JOHNNY) JOHNSON
Special to MOTORACING

DANVILLE, Va., May 1—Virginia International Raceway today had its best day since its inaugural, and Robert Holbert, veteran Porsche RSK pilot, had his best day ever at VIR.

More than 11,000 persons turned out and saw Holbert capture the 128-mile finale after Dr. R. K. Thompson, of Washington, D. C., spun off the track while smashing course records.

For Holbert, consistency paid off. Even when Thompson lost the lead, the former Pensylvanian never let up.

Things started bad for Thompson when his beautiful Sting Ray choked just as Starter Tex Hopkins dropped the flag. This threw Holbert and Roger Penske, the young Porsche RSK driver from Media, Pa., into the immediate lead.

Penske led once around the 3.2-mile course, and then Holbert, his tutor, moved ahead for eight laps. Pit stops were Penske's undoing.

Thompson continued to pick up

(Continued on Page 7)

OFF TO EUROPE last week to cover the road racing scene for MOTORACING was Henry N. Manney III and his family — his wife Anne, left, and three children. Center is Mrs. Pat Williams, a relative. They took an American Airlines jet from LA to NY, then flew to Paris, where they'll make their home. (American Airlines photo)

Santa Barbara Races Draw Sterling Field

The oldest series of sports car road races in the state will be resumed May 28-29, when the Calif. Sports Car Club stages the 13th Santa Barbara speedfest.

Eighteen races are on the agenda, plus Grand Prix motorcycle racing. The Sunday main event starts at 2:30 p.m. Racing opens both days at noon.

Best drivers on the Coast are entered, including Bob Drake, who has won his last two starts in the 2.8 "Birdcage" Maserati.

Santa Barbara Airport, site of the races, is located six miles north of Santa Barbara.

Big Tire Conclave Turnout

Attending the recent Pacific Coast Independent Tire Dealers Conference and Trade Show were three well-known tire men active in the So. Calif. racing and rallying scene.

They were Carl Gardner of Gardner-Reynolds (Dunlop), Los Angeles; R.B. (Lefty) Jenkins of South Gate, and Hal Moody (Michelin), Glendale. Jenkins is one of the directors of the Calif. Tire Dealers Assn.

More than 1000 tire dealers and their wives attended the three-day conclave.

California Sports Car Club

13th Santa Barbara Road Races

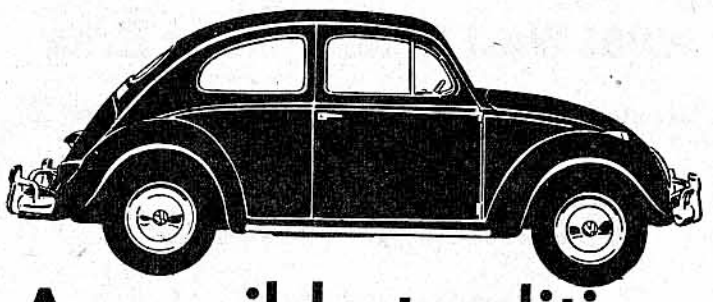
May 28-29

Sports Cars — Grand Prix Motorcycles

18 races – Sunday Main Event 2:30 P.M.

6 miles north of Santa Barbara just west of US Hiway 101 at Santa Barbara Airport

$2.00 Saturday, $2.50 Sunday. Races Start at Noon Both Days.



A sensible tradition

Slalom Column

BY DENNIS McCOSH

The Pacific Sports Car Club attracted 150 entries for its Sea Horse I autocross held May 8. This was an SCCSCC-sanctioned event but not championship, so no points were earned.

The course was tight, with a Porsche (Walt Harper) getting the fastest time overall, and a modified Sprite Paul Cuningham) a close second. The event was unusual in that the scoring was based on an average of the two runs rather than the best time. I got the feeling that the contestants would have preferred the latter, since, if they ruined their first run, they still had a chance for a trophy if they did well on their second.

As was expected, the electronic timing to one-hundredth of a second was popular. The tech inspection, while not as complete as it was at Pacific's championship last November, was adequate, with cars being turned down for no seat belts, poor tires, etc. One improvement over the championship event was the method of bringing the cars to the line. When a driver was ready to run he gave his car number to a "dispatcher" at the start line. The numbers were listed in the order they were received. Then the cars were called to the start in groups to 10. When a driver finished his first run he could then put his number in for his second run. By using this system the longest wait anyone had between runs was approximately 45 minutes.

Another item of interest was the hot-dog-soft drink stand operated by PSCC members which was an additional source of revenue for the club. Don't try it without a business license, though.

Here are the trophy winners:

A-1	R. GOIN	SPRITE		1:53.11
2	J. BARRON	BERKELEY	WEST TEXAS	1:54.35
3	B. CRAIK	SPRITE	LA MIRADA	1:55.08
B-1	W. HARPER	PORSCHE	LBMG	1:51.33
2	D. CONKLIN	MGA	NORTHROP	1:52.41
3	W. REED	MGA	SO. CAL. MG	1:55.35
C-1	L. McCORMACK	TR-3	RAM	1:54.42
2	R. DIDIER	TR-3	RAM	1:55.05
D-1	E. DEMPSEY	XK 120	ARROWHEAD	2:03.82
E-1	D. LEHMANN	4CV	ROCA	1:53.49
F-1	F. BUCKLIES	VW	SBFCCA	2:03.82
H-1	I. COBB	FORD-CAD	ORANGE COUNTY	1:58.89
AW & BW - 1	C. PURDY	SPRITE	SCCA	2:00.07
CW - HW - 1	M. WATERS	TR-3	RAM	2:04.76

PSCC

A-1	J. BELL	SPRITE	1:57.75
B-1	S. ALLEN	PORSCHE	1:53.05
C-H-1	P. CUNNINGHAM	SPRITE	1:51.07
W-1	N. WIDGREN	SPRITE	2:00.81

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SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

THE PREGNANT CAT, the one we mentioned last time, the one that looked from a top view like a Squalo Ferrari with the side tanks, well she finally went and did it. At 3 A.M., of course. Zippety-pow, she gave birth to three Formula Juniors and a Cooper Monaco.

Actually, the runt of the litter may be a Formula III, but we won't be able to tell until it's a little bit older.

Dog Days

We stopped by Bill Falkenberg's garage the other day to see if he knew of anyone who could bend out the rear of the Birdcage Sprite, crushed like a rotten egg by a rotten Pontiac.

That huge Doberman mutt of his was as friendly as ever, barking happily and pretending the Sprite was a fireplug. After we drained the car, we got talking to Falkenberg about the strange tendencies of the aforementioned horse.

"Yeah, Sheddengroober, he still hates two-cycle engines. The other day a motorcycle cop came in for a drink of water. The mutt grabbed him by the leg and dragged him clean off the bike. Didn't hurt him though. Lit on his bazoo. Asked me how he could get away without the mutt clamping onto him again. I told him to wheel his bike a block or so down Melrose before he fired it up. Haven't seen him since."

Falkenberg smiled at the greasy brown dog, often used to clean the bottom of Jaguars, and tossed him a cop-flavored dog-biscuit.

"Fine mutt I've got here. Only bites the right kind of people."

Title Wave

Gee, one thing you don't see around Southern California much anymore is the old sporty car custom of everyone waving at one another. There always was a hierarchy, of course, wherein TCs didn't wave first to Singers, and Blower Bentleys waved to no one, but it was kind of friendly and stupid. Like one friend commented, "For Kriminently sakes, I don't wave at some creep on the street just because he's wearing the same type of brown sweater I'm wearing."

MOTORACING Gets Around

From "Lefty" Jenkins, who features tire retreading for race or street at his South Gate firm:

"We continue getting inquiries from our regular ad in MOTORACING from all over the US., England, Cuba and El Salvador."

It pays to advertise in MOTORACING — oldest and most widely-read newspaper devoted to sports cars, road racing and rallying in the US.

But it was fun and has pretty well disappeared except out in the boondocks and between people who own Sprites. Somehow Sprites are like the first MGs and everyone who owns one feels happy as hell and kind of silly at the same time. Downy-faced boys and first-year college girls. Zippety-zip, up through the gears, with the exhaust blatting happily in your left ear. Brrrrrip! If it weren't for that swell exhaust sound they wouldn't sell one-tenth of the Sprites they do.

Brrrrip, zippety-zip, wave at the nice lady in the little blue Sprite. Zippety-zip, pop, brrrripp, wave at the little old man in the white Sprite with the smashed-in grill. Wave at his little red eyes. Oh, but he looks dreadful. Wave, wave!

Actually, Falkenberg did recommend us to a body shop down the street wherin, he said, was a Japanese chap mysteriously named "Shorty" who could do wonders with sports car metal work. When we told him, though, Shorty that is, that we wanted an insurance estimate on the rear end of a Sprite he bowed poliely, shook his head, and said, "Please take the Mother somewhere else. I don't want to even put in a bid on one of the things."

After worming our way into the non-lidded rear end to scrounge tools and beer cans. we can't blame him in the least. ....

DRAKE CUFFS WEISS

Vaca Valley Record Set; AC On Top

By WARREN O. McFALL
Special to MOTORACING

VACAVILLE, Calif., May 1 — Burly Los Angeles restaurant owner Bob Drake bettered Vaca Valley Raceway's lap record during all but three laps to win the Cal Club road race feature in a 2.8 "Birdcage" Maserati.

There was little question concerning the outcome of the 63-mile main event. Drake topped the former lap record held by Augie Pabst in a Scarab by three seconds for a 1:26.4. An estimated 5-500 spectators saw Drake average 86.24mph over the 2.1-mile circuit.

Second place driver Sam Weiss, in the ex-Jack Brabham Cooper Monaco, was the only driver who did not get lapped by Drake. Weiss took the checker 60 seconds behind the winner.

Hottest competition took place when Jack Graham, driving a 3.0 Ferrari Testa Rossa, held, off Hollywood's Ken Miles in a new Porsche RS-60 Spyder. Graham, a San Jose plumber, finished one second ahead of Miles.

A Costin Lister-Jaguar driven by San Francisco's Dave Ridenour held third place during half of the race, but dropped back to fifth when the 3.8 engine began missing. Carroll Shelby was sixth in a Porsche RSK, followed by Emil Pardee in a 1500cc RSK.

Ronnie Bucknum made his first appearance in Rene Pellandini's familiar bright red AC Bristol a success by fighting off Ernie Mendenhall's Porsche Carrera in the production car main. Mendenhall, three seconds behind the Bristol, was followed across the line by Ted Conrad, Porsche Carrera, and Frank Crane, AC Bristol.

Pru Baxter wheeled a Lotus Mark XI to first in the Women's race, 11 seconds ahead of Grace Tara in another Lotus.

Bill Sherwood, Berkeley, again stole the show from other Corvette drivers, finishing six seconds ahead of Sandy Greenblat. Sherwood won the big-bore production event at Cotati the weekend before during the third race of his life. He now holds three victories in four starts.

Out of the Horse's Mouth

BY TED DAVIS OF THE GRAND PRIX RESTAURANT

San Francisco SCCA allegedly sought some $9,000 from the SF Examiner to sponsor that Oct. pro race at Laguna Seca. The Ex told them ----so it is not unlikely that dickering will open with the Cal Club. . . A No. Calif flack is in "solid" with Bay sports car columnists after recommending that their motel tab for the Laguna Seca races be skipped and instead turned over to the sports editors. . .**Dr. Ken Hayes** races an Allard J2X with new Indy-type spot brakes at Sta. Barb. . . **Dr. Bill Molle**, well-known Playa del Rey dentist, goes in a new Fairchild Panhard with a set of new heads which he expects will increase power by 30%, also at SB. . .Newly-formed Grabbers' Club is a big success. They had 46 bus passengers for CSCC races at Vaca Valley (to Vaca & Baca). Congrats to **Bud & Lee Ehrlich. . .**Since he's become part of the management at Ellico Ford, Alhambra, **Ron Ellico** has dropped the Yo-Yo tag. . .**Ray Turnbull, the** "Poor Man's Elsa Maxwell," who staged those Hawaii races a few years ago, is back in action. He and **Charley Farrell** of the famed Palm Springs Racquet Club are cooking up a fabulous yachting party of 250 people. Destination----Tahiti, July 3-Aug. 8. . .**Simone** (Good Morning, Judge) **Sidney** is now 21----and we no longer serve her Shirley Temple drinks here.

VACA VALLEY MAIN EVENT, MAY 1
MODIFIED UNDER and OVER-1500cc TIME 44:21.0 Laps 30 AVG. 86.241 MILES 63

POS.	BEHIND SECS.	DRIVER	MAKE OF CAR	CLASS
1		Drake	Birdcage Maserati	1D
2	60	Weiss	Cooper Monaco	1E
3	1L 4	Graham	Ferrari 250	2D
4	1L 5	Miles	Porsche RS60	2E
5	1L28	Ridenour	Lister Jaguar	1C
6	1L41	Shelby	Porsche RSK	3E
7	1L55	Pardee	Porsche RSK	1F
8	1L64	Houge	Porsche RSK	4E
9	2L45	Nethercutt	Ferrari 250	3D
10	2L51	Wester	Porsche RS150	2F
11	2L81	Chaffee	Pink Elephant Chev.	2C
12	2L82	Herrick	Porsche 550S	5E
13	3L52	Masterson	Batmobile	3C
14	4L66	Herman	Porsche RS Spy.	3F
15	10L53	Sargent	Maserati Chev.	4C

DNF's - Parsons - Class E; Chuck Howard - Class C
Calif. Sports Car Club

At Elkhart Lake June Race 140 Mi.

ELKHART LAKE, Wis. — A 140-mile, 35-lap main event will climax the 1960 international June sprints at Road America June 18-19 in a nationally-sanctioned SCCA road race.

The Sunday feature brings together modified cars of B, C, D, E and F class.

Formula Juniors make their Road America debut Saturday.

Steve DaCosta Lands Post On Car Life

New York, May 12 — Steve DaCosta has been appointed to the editorial staff of CAR LIFE magazine. He will be technical editor, and his responsibilities include all car testing, participation in race coverage, and related activities. DaCosta is a former Los Angeles and Honolulu sports car columnist.

"I'm tired." — Tomas Sotelo, as he retired after washing two million dishes in 36 years at the Ambassador Hotel.

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'56	Jaguar 2.4 Sed.	1495
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THIS GIVES you an idea of the rugged conditions facing the 84 cars entered (25 finished) in the 3200-mile East Africa Safari rally ending in Nairobi. Top: NSU Prinz dodges a chuck-hole. Below: Peugeot 203 and Simca get through to dry land. Winners for 2nd straight year were Bill Fritschy and Jack Ellis in a Mercedes 219. They had 600 penalty points. (Photos by Charles Trotter)

Rally Sparks

BY DUANE SPARKS

In response to many requests regarding progress of this year's AMERICAN INTERNATIONAL RALLY, I believe the following open letter is self-explanatory. Needless to say, I am disappointed as I was eagerly looking forward to the establishment of a great annual event worthy of world-wide recognition.

OPEN LETTER TO

Mr. George A. Holland, President
American Rally Club, Inc.
No. Hollywood, Calif.

Dear George:

During the past few months it has become apparent that the proposed AMERICAN INTERNATIONAL RALLY II could not be prepared and executed on a scale comparable with the 1959 A.I.R. which was such an unqualified success.

The size of the project precludes the probability of a profitable operation, and because of the absence of enthusiastic sponsors flush with readily available financial support, the schedule has fallen so far behind as to make it impractical to attempt the event this year, even if someone should come along at this date with M-O-N-E-Y.

It is with deep regret that I hereby submit my resignation as rallymaster for this year's event, because I do appreciate the honor and would have enjoyed the job. It is for the good of the sport that I believe the A.I.R. should be tabled at least until financial arrangements can be made which will make possible the presentation of an event of professional caliber.

At that time you may count on my support in whatever capacity you think I could be helpful.

Sincerely yours,
DUANE SPARKS

BILL BEAVER and "B" Beaver of Denver approach the checkpoint at the top of Montezuma Pass after negotiating the difficult climb in SCCA national championship rally—the Great Canyon which started in Tucson. Winners were Mel and Juanita DeLoof, Manhattan Beach, Calif., Jaguar. Other photo on front cover. (Tucson Daily Citizen photo by Dominic Crolla)

Arizona Rally Wins Top Praise

BY DOMINIC CROLLA
Special To MOTORACING

TUCSON, April 24 — Last year's national SCCA rally champions, Mel and Juanita DeLoof of Manhattan Beach, Calif., drove their Jaguar to win the 3rd annual Great Canyon Rally.

They topped a field of 52 cars and ran the 650-mile route with an overall error of 1m.57s in a Porsche.

Their time was only 41 seconds less than the second place team of Leslie and Angie Smith of Austin, Texas, who had a total error of 2 minutes and 38 seconds.

Rallymaster Bill Peters, whose course accuracy is in the words of the DeLoofs, "never doubted," set a rugged but picturesque route that looped from Tucson and back Saturday and Sunday.

Saturday's course was designed primarily to test driving and route finding skill. It took the cars south of Tucson into Coronado National Forest, Bisbee, Tombstone, Texas Canyon, Patagonia and back to Tucson via Twin Buttes. Most of the high scores were accumulated in the first leg between Nogales and Montezuma Pass.

The road down from Montezuma was as rough as the one going up. Drivers clenched teeth, gripped steering wheels tightly and navigators almost deserted the cause as the road dropped 1500 feet in 1½ miles.

On Sunday the rallyists left headquarters at the new Cliff Manor and headed north of Tucson to Florence. Here the chamber of commerce treated them to coffee, soft drinks and doughnuts before they continued to Ray, Globe, Winkelman, Oracle and finally back to Tucson.

This day exercised the navigators while the drivers had a comparatively easy time over perfect rally roads.

Awards were presented by Tracy Bird at a Victory dinner Sunday evening at Cliff Manor. The contestants' enthusiasm resulted in a standing ovation for Bill Peters, acclaimed one of the country's top rally technicians.

NATL. SCCA RALLY RESULTS

ARIZONA REGION, S.C.C.A. GREAT CANYON RALLY APRIL 23, 24 BILL PETERS, R.M. 52 CARS

POS.	DRIVER	NAVIGATOR	HOME	CAR	ERROR
1.	Mel DeLoof	J. DeLoof	Manhattan B.Cal.	Jaguar	117
2.	L. Smith	A. Smith	Austin,Tex.	Porsche	158
3.	G. Brown	M.L. Brown	Dallas,Tex.	Corvette	317
4.	P. Pond	M. Haigler	Hollywood,Cal.	Jaguar	353
5.	D. Ridgeway	H. Ridgeway	Dallas,Tex.	NashHealey	397
6.	C. Adams	F. Adams	SanDiego,Cal.	Jaguar	427
7.	B. Borden	H. Sanger	RanchoSantaFe,Cal.	MB 190SL	477
8.	F. Parsons	P. Harris	El Paso,Tex.	Porsche	485
9.	G. Cheever	H. Jones	Laveen, Ariz.	MG-A	492
10.	H. Morgan	B. Morgan	Denver,Colo.	Porsche	505
11.	R. Stoer	G. Stoer	LaCrescenta,Cal.	VW Ghia	505
12.	W. Larned	R. Joslin	LosAngeles,Cal.	Corvette	538
13.	J. Hueter	C. Sink	Englewood,Colo.	Porsche	581
14.	S. Boyd	C. Boyd	Scottsdale,Ariz.	Porsche	591
15.	W. Parish	Pat Smith	Phoenix,Ariz.	MG-A	600
16.	B. Olson	L. Olson	Denver,Colo.	MG-A	721
17.	E. Jurgensen	W. Jurgensen	Omaha,Neb.	Porsche	812
18.	H. Bullock	R. Bullock	Tucson,Ariz.	TR 3	956
19.	D. Cachelin	C. Williams	Phoenix,Ariz.	Porsche	970
20.	L. Maynard	K. Maynard	NationalCity,Cal.	Volvo	995
21.	R. Powers	A. Powers	Pac.Palisades,Cal.	Jaguar	995
22.	J. Van Trees	R. Van Trees	StudioCity,Cal.	Porsche	1162
23.	B. Mayer	V. Mayer	Denver,Colo.	Porsche	1175
24.	I. Bartoli	A.J. Bartoli	LaCanada,Cal.	MB 190 SL	1193
25.	G. Kingsolver	J. Rausis	SanDiego,Cal.	Aus.Healey	1263
26.	L. Husson	J. Husson	Dallas,Tex.	AlfaRomeo	1356
27.	M. Pierce	B. Pierce	Aztec, N.M.	Porsche	1409
28.	B. James	G. Hawkins	SanDiego,Cal.	Porsche	1425
29.	W. Tinay	H. Richardson	Pleasanton,Cal.	TR 3	1469
30.	L. Vernoy	F. Vernoy	ChulaVista,Cal.	MG-A	1577
31.	B. Knight	W. Knight	Ocenaside,Cal.	AlfaRomeo	1906
32.	E. Mull	J. Mull	Malvern,Pa.	Jaguar	1961
33.	B. Grevemeyer	P. Grevemeyer	Coronado,Cal.	Jaguar	1972
34.	R. Pejsa	B. Pejsa	LaCanada,Cal.	MB 190 SL	2276
35.	F. Fitzsimmons	F. Fitzsimmons	High Rolls,N.M.	MG-A	2552
36.	M. Lemmers	J. Lemmers	Omaha,Neb.	TR 3	2682
37.	C. Bryant	J. Bryant	Wheatridge,Colo.	TR 3	3157
38.	W. Beaver	M. Beaver	Gr.Junction,Colo.	Porsche	3334
39.	E. Rettig	G. Sullivan	El Paso,Tex.	Porsche	3717
40.	V. Chamberlin	J. Chamberlin	Lakewood,Colo.	Corvette	3754
41.	J. LaQuey	C. Rogers	Farmington,N.M.	VW	3920
42.	D. Ehrsam	P. Ehrsam	KansasCity,MO	Lancia	3979
43.	V. Wright	F. Wright	KansasCity,Mo.	AlfaRomeo	5127
44.	W. Wright	B. Hursey	Phoenix,Ariz.	Aus.Healey	5383
45.	D. Crolla	D. Feloman	Tucson,Ariz.	Fiat	6036
46.	R. Charlton	M. Charlton	Phoenix,Ariz.	TR 3	6907
DNF	F. Schmitz	B. Schmitz	Mission,Kan.	MB 190 SL	
DNF	R. Ratchford	D. vanVelzer	KansasCity,Mo.	Volvo	
DNF	J. Sparks	E. Treffs	Tucson,Ariz.	Aus.Healey	
DNF	P. Bundy	P. Gough	Bradbury,Cal.	Austin55	
DNS	W. Field	L. Smith	Phoenix,Arix.	TR 3	
DNS	E. Mead	M. Mead	Dallas,Tex.	Aus.Healey	

TEAM AWARD — Smith's, Brown's, Ridgeway's — 872 Points — All from Texas

PRECISION MOTORS JAGUAR AWARD	Mel & Juanita DeLoof
PORSCHE CAR DISTRIBUTORS AWARD	Leslie and Angie Smith
O'REILLY CHEVROLET CORVETTE AWARD	Garland and Mary Lynn Brown
CHARLES HORNBURG JAGUAR AWARD	Paul Pond and Marion Haigler
MERCEDES-BENZ DISTRIBUTORS AWARD	Bob Borden and Henry Sanger
PRECISION MOTORS MG-A AWARD	Gary Cheever and Ed Jones
CAL SALES, INC. TR 3 AWARD	Harry and Ruth Bullock
GOUGH INDUSTRIES AWARD AUSTIN-HEALEY	Glenn Kingsolver and Jack Rausis
JOHN GREEN CORP. RENAULT AWARD	none entered
LADIES AWARD	Bette James and Gladys Hawkins
LONG DISTANCE AWARD	John and Evelyn Mull

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RALLIES

MAY

21 - - COMPTON FCCA RALLYE ROUND TOWNE 4 hr. nav. 9 P.M. Sears Compton $2. ME3-0862

21 - - SOUTH BAY FCCA NIGHT NAVIGATIONAL RALLY 4 hrs. 7 P.M. Don Dwyier LU 7-3996

21-22 SCCA GOLDEN WEST RALLY National Championship event 600 miles 6 A.M. $15 Gene Hammond, R.M. 40 Tarry Road, San Anselmo, Calif.

22 - - CALIFORNIA IMPORTED CAR CLUB RED, WHITE & BLUE RALLY, 5 hrs. nav. 9 A.M. 10150 Lower Azusa Rd. $1.75 GI 8-1230 Dash plaques.

22 - - SCCA LOS ANGELES REGION SPRING RALLY Hansen Dam 9 A.M. 5 hrs. nav. $4. "Doc" Hoppe R. M. Jane Sullivan 1241 No. Harper St. Hollywood 28

28-30 PHOENIX FCCA GHOST CITY HILL CLIMB in Jerome Arizona. 3225 E. Coolidge Phoenix, Ariz.

29 - - STLEASCC AND SANTA MONICA FCCA BOOSTER RALLY I 5½ hrs. nav. Bob's 11000 Sepulveda 8 A.M. $2.00 Dick Coulter & Ron Going R.M.s OS 9-3519 Prep for ORBIT

June

5 - - STLEASCC ORBIT I SCCSCC Championship for June 10 hrs. nav. 325 miles $6. Dick Coulter & Ron Going R.M.s Bob's 11000 Sepulveda. For Info 6201¼ Brynhurst Ave. L. A.

12 - - FOUR CYLINDER CLUB OF AMERICA 3RD ANNUAL FIELD DAY Santa Barbara Airport 5 Events in 1--rally to Santa Barbara, lap time trials, slalom-autocross, acceleration-braking, and fun-khana 7 A.M. 150 No. Los Angeles St. $2 per event. Grace McDowell 2804 W. 155th St. Gardena DA 4-1474

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HOLBERT WINS

(Continued from Page 4)

speed, took the lead in the ninth and started setting records. On the 12th, he broke Walt Hansgen's old competitive course record with 80.385 miles per hour.

Although he was out front, he continued to pick up speed and reached a new record of 81.8 on the 16th turn.

By the 20th lap, both Thompson and Holbert had lapped the entire field twice as Penske had to make stops.

Thompson was leading Holbert by about two and one-half seconds when the big Sting Ray spun out in the bottomlands on the 25th lap. He lost 40 seconds before he could get back into the race.

Holbert continued to increase his lead by a few seconds and won by 57. When Thompson rolled into the pit he had to have medical attention. Only then was it learned that an injector line had broken and he was being sprayed with gasoline.

Taking third place overall behind Holbert and Thompson was Chuck Cassel, of Ft. Lauderdale, Fla., also in a Porsche RSK.

Class winners in the finale were: Bud Gates, Indianapolis, Ind., Lister Corvette, B-Modified; Thompson, C-Modified, Holbert, E-Modified, and Penske, F-Modified. In class E-Modified, Gene Parsons took third in a Ferrari TR behind Holbert and Cassel.

The third race, featuring C-Modified and Formula Junior models, was won by Charles Kolb, o' .Silver Springs, Md., Elva Mark V.

In the second race, Robert Grossman, of West Nyack, N. Y., jumped from starting position No. 3 into the lead and his Ferrari California was there for keeps.

In the first race, Kolb, in an Elva Courier, led for four laps before Oliver C. Schmidt, of Northbrook, Ill., pushed his Osca to the front and stayed there throughout.

The Danville SCCA races were sponsored by the Civil Air Patrol.

DRAKE WINNER

(Continued from Page 1)

three, and Morgensen slipped into the lead. Budurin also got off-course on this lap, as he momentcrily got around the fourth place Connor, but used too much speed on the last turn, dropping him back to fifth.

It took Drake, now leading Balchowsky, two laps to get around Morgensen's red TR into the lead. Drake, driving expertly, began building up a lead which Morgensen could not hope to close.

Balchowsky dropped back, but still easily held third over Connor. All eyes were now on the battle between the Donner RSK and Budurin for fifth place. Gradually, however, Budurin pulled away from the Porsche, and Donner reduced speed, content with sixth on a track definitely not suited for the smaller cars.

Carrol Shellby was slated to drive a Porsche. The Texan never showed.

Drake lapped the third-place Lister on the 25th lap. Balchowsky, who had held third until the 21st lap, retired with mechanical problems. Max, incidentaly, drove Old Yeller to the races from L.A.

The finishing order behind Drake was Morgensen, Connor, Budurin, Donner, Betty Shutes, in her new RSK, Charvoz's Ferrari, Don Ives in an RSK, and James Speckens in an Elva. Mrs. Shutes, who drove skillfully, said that although faster than her Porsche RS, the new car was definitely harder to handle.

Other races today saw Tony September drive Jack Young's Corvette to a win in the 15-lap B-E production go over William Rogers' Porsche Carrera, and Skip Hornney's AC Bristol. Rogers won the five-lap production race earlier in the day, after Settember, out for a Sunday drive with no other Corvettes to race against, experienced brake failure on the first turn. He finished second.

Hank Montonen, Hermosa Beach, won three races during the nine-race weekend, with driving that saw him top all other drivers in the F-1 production races with ease. Mrs. Shutes easily won the women's race, with Mary McGee, AC Bristol, a fine second, and Erna Blatt, wife of SCCA Arizona Regional Executive Bill Blatt, third in a Porsche 1600.

Today's and yestreday's races were sponsored by the Arizona Region of the SCCA, and drew an estimated crowd of 5500. This region, with 100 members, is one of the most enthusistic regions in SCCA, and the 1.9-mile Deer Valley course was built solely with these members' money. In the near future plans are to extend the course to 2.5 miles,utilizing the side of a hill to make it a real road layout.

Production B,C,D,E- 5 laps - 1. Rogers, Porsche Carrera; 2. Settember, Corvette; 3. Kastner, Triumph. B-Settember; C-Heinman, Jaguar; D-Rogers; E-Kastner. Women-7 laps- 1. Schutes, Porsche RSK; 2. Mcgee, AC Bristol; Blatt, Porsche 1600
Modified B,C,D,E,F-5 laps-1. Drake 2. Morgensen 3. Balchowsky 2.8 Maserati; 2. Morgensen, 3.0 Ferrari; 3. Balchousky, Buick Spl. B-Balchowsky; D-Drake; F-Donner.
Modified B,C,D,E,F-30 laps-. Drake; 2. Morgensen; 3. Connor, Lister-Corvette. B-Connor; D-Drake; F-Donner.
Production F,G,H,I and modified H-1. Montonen; 2. Moore, Alfa Veloce; 3. Wolf. F-Montonen; G-Clarke; H-modified-Pryor.
Production F, G, H, I, and modified H-5 laps-. 1 Montonen, Porsche; 2. Wolf, Porsche; 3. B. Blatt, Porsche. F-Montonen; G-Clarke, Alfa Romeo; H modified-Pryor, Sondra Special.
Production B, C, D, E-15 laps- 1. Settember; 2. Rogers; 3. Hornney, AC Bristol. B-Settember; C-Thomas, Jaguar; D-Rogers; E-Rowe, Austin-Healey.

SCI AD MANAGER

NEW YORK — Robert E. Richer has been appointed national advertising manager of Sports Car Illustrated, the country's largest selling magazine devoted to sports, compact and economy cars.

$106,125 PURSE

CHARLOTTE, N. C. — The world's largest distance stock car race on a closed course, the "World 600" at Charlotte Motor Speedway May 29, offers a total purse of $106,125.

WHAT'D YOU SAY?

Snakes are apparently deaf.

Porsche Belts Ferrari

(Continued from Page 1)

the machine was a contender for part of the race, but all hopes faded when Ginther ran into the tree.

The Porsche's winning margin would have been substantially less if von Trips had not driven the Ferrari off the road on the first lap. A wheel was damaged and the car had to stop for repairs. This meant almost a four-minute loss.

Von Trips drove the first three laps, then Hill got in for four and was up against Herrmann. Hill cut the Porsche's lead to less than two minutes. When Bonnier relieved Herrmann, however, he gained three minutes on von Trips in only one lap and, to all intents and purposes, that settled it.

During the early going, Bonnier had trouble shaking the Camoradi USA "Birdcage" 2.8 Maserati piloted by Italian Umberto Maglioli and Nino Vaccarella. The car took the lead in the early afternoon, was in front for three laps, but then broke down.

Maglioli has won the Targa Florio twice.

There were 61 starters. Cars broke down throughout all the course, and some 20 of them did not make it back to the pits. Only one driver, however, wound up in the hospital—George Bauer, an American. He suffered a hip injury when his OSCA skidded off the road and flipped. He lifted the car, which fell on him.

Some 50,000 persons, including the entire populace of three villages, saw the classic race.

IN THE NEWS

(Continued from Page 1)

of the Ferrari racing and luxury car factory, will relinquish sole control of the firm. He told his employees he will turn over mangement of the factory and a great part of the ownership to "capable and enthusiastic men." He did not identify them.

FLORENCE VICTOR

SHELTON, Wash. — Lew Florence, Seattle, averaged 83.4 mph in a Lotus Mk, XV to win the NW SCCA 15-lap race for under and over-1500cc modified cars. Then came Jim Rattenbury, blown D-Jag, and Tom Veness, Spl.

Other race winners and averages: Larry Eave, Corvette, 78.5 mph; Ralph Livermore, AR Veloce, 74.51; Mike Eyerly, Porsche, 69.-23; Shirley Sleeper, TR, 60.6; Chuck Craven, Ferrari, 74.17; Jack Scoville, Porsche, 73.81.

SPARKS HURT

SAN FRANCISCO, May 1 — Jack Sparks, son of Duane Sparks, MOTORACING rally columnist, suffered a broken jaw, lacerations and lost four teeth when the MG he was driving struck another car as he headed here from sports car races at Vacaville. His passenger, Molly Sorin, suffered a broken leg.

BRIEF NEWS NOTES

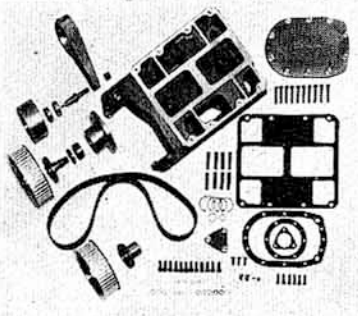
Porsche pilot Sunnie Baker is recovering from minor surgery and has left Jay's Sports Car Accessories . . . 10th annual LA SCCA Spring rally starts at Hansen Dam, San Fernando Valley, May 22, 9:01 a.m. The five-hour navigational event is open to all sports car enthusiasts. Post entries after May 17 . . . Tom Hatfield, Pacific SCC rep on the So. Calif Council of SCC, reports the Council's Rally committee has recommended that the recent championship Rally de Wheele Bounce be thrown out and declared no-contest. Reason: "Failure to follow intent and and purpose of the code rules." . . .Riverside Raceway will incorporate a half-mile oval for stocks at the 3.275-mi. course. It involves turn 9 and front and back shutes, with the other turn to be a duplicate of 9.

Volkswagen Moves To Top of List

NEW IMPORTED PASSENGER CAR REGISTRATIONS
January 1960

		Calif.	North	South
1	Volkswagen	1321	620	701
2	Renault	1088	466	622
3	Fiat	372	116	256
4	Volvo	368	166	202
5	Hillman	329	107	222
6	English Ford	302	125	177
7	Opel	271	71	200
8	Austin-Healey	262	121	141
9	Triumph	228	86	142
10	MG	221	69	152
11	Morris	211	121	90
12	Simca	205	104	101
13	Metropolitan	154	35	119
14	Mercedes-Benz	153	50	103
15	Peugeot	151	91	60
16	Borgward	98	45	53
17	Jaguar	96	33	63
18	Sunbeam	79	28	51
19	N. S. U.	69	11	58
20	Citroen	60	22	38
21	Vauxhall	59	24	35
22	Austin	47	15	32
23	Lloyd	44	21	23
24	Datsun	42	5	37
25	B. M. W.	39	5	34
26	Tamus	28	10	18
27	Porsche	27	10	17
28	Toyopet	27	8	19
29	Singer	25	5	20
30	Skoda	24	16	8
31	Goliath	23	20	3
32	D. K. W.	17	9	8
33	Lancia	17	8	9
34	Panhard	17	14	3
35	Alfa-Romeo	15	7	8
36	Humber	9	3	6
37	Moretti	8	2	6
38	Fiat Abarth	7	1	6
39	Rover	7	4	3
40	Misc. (6 or less each)	38	12	26
	Industry	6558	2686	3872

Courtesy MOTOR REGISTRATION NEWS of CALIF., Oakland 6, Calif.



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Two More Rookies Will Race At Indy

INDIANAPOLIS, May 12 — Two more rookies, who passed their 100-mile driver's test at the Indianapolis Motor Speedway last August, are in the 500-miler May 30. They are Wayne Weiler, Phoenix, Ariz., and Jim Packard, Indianapolis. A third member of the rookie group last summer, sports car pilot Lloyd Ruby, Houston, Tex., was named earlier this month.

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SPORTS CAR CENTER OPENS

Bryan Sports Car Center, Sepulveda Calif., has opened to to handle accessory, reeengineering and modification requirements of sports car owners and enthusiasts in San Fernando Valley.

HOLLER HELPS

One of th emysteries of the age is why a minority is always louder than the majority.—AMA News.

INDY BROADCAST

Los Angeles radio station KBIG will broadcast the annual 500-mile Indianapolis race on Memorial Day.

FOREMAN V-P

Jack Foreman has been appointed executive vice-president of Auto Imports, Inc., distributor of Volvo in the western US.

Americans eat too fast and too much. — Raymond Matson, head of the National Restaurant Assn.

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